

Shipping—Steamers.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL

NAPLES, GENOA, ALGIERS, "PRINZ HEINRICH" WEDNESDAY,
GIBRALTAR, SOUTHAMPTON, Capt. E. Malchow Noon, 15th Jan., 1908.
ANTWERP and BREMEN

SHANGHAI, NAGASAKI, KOBE, "PRINZ HEINRICH" About WEDNESDAY,
and YOKOHAMA Capt. Grosch 15th Jan., 1908.

MANILA, NEWGUINEA, BRIS- "PRINZ WALDEMAR" THURSDAY,
BANE, SYDNEY, and MEL- Capt. W. von Senden Noon, 30th Jan., 1908.
BOURNE

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 14th January, 1908.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers

"LINTAN" and "SAN-UI"
SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS.
These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.
THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILARATING.

For further information apply to—

BUTTERFIELD & SWIRE,

WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 2nd November, 1907.

REGULAR HONGKONG-CANTON LINE OF STEAMERS

OF THE

COMPAGNIE FRANCAISE DES INDÉS ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.
Departure from Hongkong at 9.30 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.
The Company's Wharf is at the end of Wing Lok Street (Tram Station).
Canton Agents—Messrs. E. Pasquet & Co.
For further particulars, please apply to—

BARRETTO & CO.,
Agents.

Hongkong, 5th April, 1907.

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer	From	Expected on or about	Will leave for	On or about
TJIKINI	JAPAN	First half Jan.	JAVA PORTS	First half Jan.
TJIMAH	JAPAN	First half Jan.	JAVA PORTS	First half Jan.
TJIBODAS	JAPAN	First half Feb.	JAVA PORTS	First half Feb.
TJILATJAP	JAPAN	First half Feb.	JAVA PORTS	First half Feb.
TJILIWONG	JAVA	First half Feb.	JAPAN	First half Feb.
TJIPANAS	JAVA	Second half Feb.	JAPAN	Second half Feb.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

YORK BUILDINGS, 1st floor,
Hongkong, 7th January, 1908.

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'ARVILLE STREET.

REASONABLE FEES.

Completed 1st Floor.
Hongkong, 14th Jan. 1908.

Dr. M. H. CHAN,

THE LATEST METHOD

OF THE

AMERICAN SYSTEM OF DENTISTRY

31, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.
Hongkong, 14th Jan. 1908.

Kritimaton.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft., bottom 45.5 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand; (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

IMPERIAL BREWING COMPANY, LIMITED.

PURE CREAM BEER.

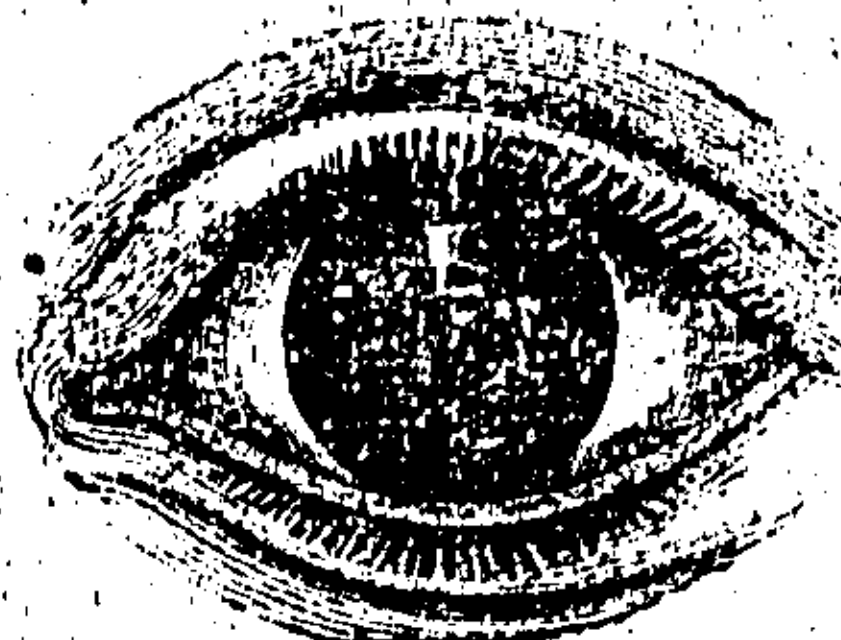
For samples and prices please apply to

WINE GROWERS SUPPLY CO. BARRETTO & CO.,

General Agents.

Hongkong, 22nd October, 1907.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
3, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
LONDON, CALCUTTA, SHANGHAI,
11, John Street, Bedford Row, W.C. 59, Bentinck Street, 566, Nanking Road.
Hongkong, 27th November, 1907.

Hotels.

CONNAUGHT HOTEL, HONGKONG.

A FIRST-CLASS EUROPEAN HOTEL,
SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.
STRICTLY EUROPEAN MANAGEMENT.

Wines and Spirits of the very Best Quality.

Bath to Every Room.

Hot and Cold Water Throughout.

Hotel Launch Meets all Steamers.

Special Terms for Tourists and Parties or Families.

FOR TERMS APPLY TO—

THE MANAGER & AGENT.

KOWLOON HOTEL, HONGKONG.

NEEDS NO ADVERTISING.

World-Wide Reputation;
The only First-class Hotel in Kowloon.
Most Charming and Popular Resort in the Colony.
Electric Lights, Fans and Cold Water.
Bath Rooms attached to Each Room.

Telegraphic Address:
"CHEF" HONGKONG,
Telephone No. 84.

Unrivalled for Comfort and Cuisine.
Thoroughly Up to Date with Every Modern Luxury.
Billiards and Bowling, Alloys.
Moderate Terms and No Extras.
Modern Management.

O. E. OWEN,
Proprietor.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, THE PRAIRIE, near the TRAM TERMINUS, Tel. 55.

For Terms, &c., apply to the

MANAGER.

THE SUNNING RAILWAY.

Writing on 17th ult. the Fatsan correspondent of the N. C. D. News says:—The work of constructing the Sunning Railway is rapidly proceeding, and it is now announced that the section to the north of Sunning City is to be opened on the 1st of the Chinese twelfth month, January 4. [The line was opened on Monday, Jan. 6—Ed. H.K.T.] Peculiar interest attaches to this scheme as the whole work connected with it—the inception of the idea, the flotation of the company, the designing, etc., the construction, and the subsequent management—is kept strictly in Chinese hands. Considering how large a proportion of the population of this and adjoining countries have resided in America or other foreign countries and how difficult of access the city of Sunning has hitherto been, there is little to wonder at in the spirit of enterprise shown; but that Chinese have organized so well and carried out the scheme so thoroughly is as remarkable as it is gratifying to observe. By the courtesy of the officials I was to-day allowed to ride on one of the construction trains over this line, and to my inexperienced eye it seemed as though a very satisfactory piece of work had been done, the running being smooth, and the embankments, etc., apparently firm. Unlike the Canton and Samshui line, it passes through a difficult country and has to take a winding course to negotiate the intervening hills. The port of Kungyifu, which is the northern terminus of the line, is another striking illustration of the enterprising spirit prevailing in this district. A large town with broad, straight streets has been planned, and many of the lots are already occupied. Unfortunately the buildings here, though ambitious in size, have been less substantially built, and the evidence of the ravages of last September's typhoon are still all too striking. The bunding here, however, will compare favourably with that in any European settlement, and the situation on a fine navigable river in the centre of so prosperous a district, ought to make it a great trade-centre, perhaps partly at the expense of the treaty-port of Kowloon. Work has also been begun on the section of the line from Sunning to Chungshan. Eventually it is intended to continue it southwards to the sea-coast, where a port is even talked of on the line of Kungyifu, but capable of receiving vessels from foreign countries.

A CHEFOO CHAMBER OF COMMERCE.

The foreign merchants at Chefoo have decided to form a Chamber of Commerce for that port. Meetings were held on November 21 and December 7. At the latter meeting the rules and regulations were discussed and adopted. The roll of membership was then signed on behalf of fourteen firms. A committee of the Chamber was then voted for with the following result:—

Mr. V. R. Eckford (Cornaby, Eckford & Co.) Chairman.
Mr. W. A. Busse (Ans & Co.) Vice-Chairman.
Mr. A. Graeber (Diederichsen, Jensen & Co.)
Mr. J. C. Fraser (Butterfield & Swire).
Mr. A. S. Hamblin (Standard Oil Co.)
Mr. J. Howard Stocks was appointed hon. secretary.

THRILLING SEA STORY.

HOW THE WILSON LINER DOURO HELPED THE MILOS.

The British steamer Douro, which attempted to take in tow the blazing German steamer Milos of the Deutsche Levante Line, off Ushant (making four unsuccessful attempts to get the German under way) arrived at the London Docks on Sunday night (Dec. 8).

She brought with her the chief officer of the Milos, so badly burned on the hands and arms that he was taken at once to the Seaman's Hospital, Greenwich.

The Douro is a Wilson liner, of 2,000 tons, and has a cargo of fruit from Mediterranean ports. On Thursday night at eight o'clock, when seven miles off Ushant, with a heavy wind and sea from the westward, a steamer was sighted on fire, right ahead.

BURNING FIERCELY.
The captain of the Douro went as near the blazing steamer as he dared, for a very bad sea was running.

"She was burning furiously from No. 3 hold," an eye-witness told the "Morning Leader" representative. "She was head to wind, and we saw the flames fully eat up the bridge, and pour aft over it. The heat of the fire, driven by the wind, sent the men into the stern of her. 'We could see that two boats' full of men, had pushed away from the Milos, but as we had already driven in too close, for the seas were taking charge, we went ahead and came back to take up a better position. We were only away a few minutes, but when we got near again, one of the boats having twelve men aboard, had disappeared."

AN INFLAMMABLE CARGO.

The captain of the Milos asked the Douro to star by him all night, and take the crew of the Milos aboard. By that time No. 1 hold was well alight also, and there being benzene and tar amongst the cargo, the danger was great. The shipper of the British steamer did as requested, there remaining on the Milos only the captain, the chief engineer, and the chief officer. Next morning the fire had abated, and the Germans returned to their vessel. A tow to Brest was attempted, but the German steamer, being 1,000 tons larger than the British, and the seas very heavy, the tow-ropes parted four times, and the tow had to be surrendered as impossible. The chief officer of the Milos was put aboard the Douro for medical assistance, and a log was then proceeded to Brest for assistance. The Douro proceeded to Brest, where the Milos is now at Brest, with the fire extinguished.

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLEUCH" FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 23rd inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 9th January, 1908. [98]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer "DEVANAH" FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, marked by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—From London, &c., ex S.S. *Dante* and *Macdonald*.

From Calcutta, ex S.S. *Simla*. From Persian Gulf, ex E.I.S.N. and B. & P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 15th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT, Superintendent. Hongkong, 9th January, 1908. [7]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "CATHERINE APCAR" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after a P.M. of the 15th instant, will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & CO., LIMITED, Agents. Hongkong, 11th January, 1908. [109]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "WRAY CASTLE" FROM NEW YORK AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 15th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th instant, at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 13th January, 1908. [120]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS,

NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,

ST. GEORGE'S BUILDING,

HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTIEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAILERS PATENT MOTOR

LAUNCHES, &c. &c. &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

P. & O. SPECIAL LIQUOR WHISKY,

WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES

HONGKONG & CHINA.

Intimations.

Powell's

28, Queen's
Road,
(OPPOSITE THE CLOCK TOWER).

GENTS'

DRESSING

GOWNS

Smart—Exclusive,

\$10 to \$50

each.

SMOKING

JACKETS

Warm—Comfortable,

\$15.00

and upwards.

Knitted Woollen

WAISTCOATS

Newest Designs and
Colourings,

\$5.50 to \$16.50

each.

Striped & Checked

TATTERSALLS.

W.M. POWELL,
LTD.,Gent's Outfitters,
HONGKONG

Hongkong, 24th December, 1907.

Public Companies.

THE HONGKONG LAND INVESTMENT
AND AGENCY COMPANY, LTD.

NOTICE is hereby given that the TWENTY-THIRD ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Company's Office, Victoria Building, on TUESDAY, the 28th January, 1908, at 11 o'clock Noon, for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1907.

The REGISTER of SHARES of the Company will be CLOSED on FRIDAY, the 17th January, to TUESDAY, the 28th January (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary,
Hongkong, 10th January, 1908. [103]THE WEST POINT BUILDING
COMPANY, LIMITED.

NOTICE is hereby given that the TWENTY-THIRD ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Company's Office, Victoria Building, on TUESDAY, the 28th January, 1908, at 11.30 o'clock A.M. for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1907.

The REGISTER of SHARES of the Company will be CLOSED on MONDAY, the 10th January, to TUESDAY, the 28th January (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the Hongkong Land Investment and Agency Co., Ltd.,
General Agents for the West Point Building Co., Ltd.,
Hongkong, 10th January, 1908. [104]

Notices of Firms.

INTERNATIONAL SLEEPING CAR

and

EXPRESS TRAINS Co.

(THE

GREAT TRANS-SIBERIAN ROUTE
TO EUROPE.)

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with above.

SHEWAN, TOMES & CO.
Agents.
Hongkong, 31st July, 1907. [147]

NOTICE.

THE business that has been hitherto carried on by the Undersigned, will, henceforward, be carried on under the Style and Name of J. R. MICHAEL & CO. The partners in the firm are myself and Mr. S. H. MICHAEL.

J. R. MICHAEL.
Hongkong, 1st January, 1908. [17]

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
ON

THURSDAY,

the 16th January, 1908, at Noon, at their
Sales Rooms, No. 8, Des Voeux Road,
corner of Ice House Street,

A QUANTITY OF

STORES AND PROVISIONS.
TERMS—As usual.HUGHES & HUGH,
Auctioneers,
Hongkong, 13th January, 1908. [121]

PUBLIC AUCTION.

THE Undersigned will Let by PUBLIC AUCTION,
on

FRIDAY,

the 17th January, 1908, at 3 P.M., on the spot, The Several Lots Numbered 1 to 19 on Plan to be seen at the Auctioneers' Office, for erection of
BOOTHES and MATSHEDS
on the Government Ground adjoining the Race Course, North of the Grand Stand Enclosure.

TERMS—Cash.

For Plan and Conditions of Sale, apply to—
HUGHES & HUGH,
Government Auctioneers,
Hongkong, 13th January, 1908. [122]

Intimations.

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

12, D'AGUIAR STREET,
HONGKONG.

Hongkong, 3rd September, 1907. [16]

NOTICE

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TEN CENTS (10c) per single Copy.THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 1st September, 1907. [14]

THE OPIUM QUESTION.

A correspondent writes to the *Shanghai Times* on and last:—In view of the universal interest that attaches to the present agitation to persuade China to give up the habit of opium-smoking, as a means of awakening and civilising her, I beg to ask you to grant me space in your widely read journal to express my humble opinion on the subject.

I desire to state at the outset that I have no axe to grind, nor have I any commercial interest at stake that obliges me to speak slightly of the efforts of the promoters of such an ambitious scheme. But I love consistency, sincerity, and fair play and these qualities I fail to find amongst those who espouse the cause of China in this matter. I doubt very much whether they are prompted by humanitarian considerations in urging this country to abandon the habit of opium-smoking.

It is strange that such brotherly advice should emanate from those who could find so much to do nearer home. Instead of asking China to remove the short beam from her eyes, it is high time that we should remove the huge beams from our own. Instead of asking the City Fathers to close the opium dens in the Settlements and thus sacrifice a large revenue, it is high time to ask them to close the public liquor "dens" in which many of our people fall into bad and immoral lives. Our Courts of law are always deluged with cases against those who are drunk and disorderly. I have yet to learn that a Chinaman has been arraigned before the Mixed Court for similar misbehaviour on account of opium smoking! Just think of it for a while, Mr. Editor, and see whether we are consistent with ourselves in asking China to set her house in order when our own dwelling houses are upset and topsy-turvy!

What does all this anti-opium agitation amount to? To put it briefly it is this: The anti-opium society, no doubt engaged in a praiseworthy battle, in utter disregard of the danger threatening our own people from the use of alcohol, engages in civilizing China by helping her to give up what is termed a national curse, for reasons which I do not think anyone has so far dared to fathom. The main object, I believe, that is influencing the anti-opium society is to seek the conversion of China to Christianity by strategical means. After having accomplished the abolition of opium smoking in China, the missionaries would then urge the Chinaman to accept the Christian faith.

You may not agree with me, Mr. Editor, in this surmise, but I defy anyone to prove that I have in any way exaggerated the fundamental principle underlying the motive of the anti-opium society. Now, Sir, let us be straightforward. Before asking the City Fathers to close the opium dens, let us ask them to close the liquor dens licensed by them. As a ratepayer, I shall certainly oppose the motion at the forthcoming Ratepayers' meeting to close the opium dens in the Settlements. As I said at the outset, I love consistency and sincerity: I say to the anti-opium society. Abandon your personal agitation and reserve it for the next generation, for it is supremely difficult to right two national curses at one and the same time. Christianity begins at home; let us put our own house in order before rushing to interfere with the internal affairs of another nation. The day is short; the labour great; therefore let us put our shoulders to the wheel and labour for the perfection of our modern civilization.

KOREA IN 1907.

The year 1907 was one of the most eventful in the whole history of Korea. It witnessed the tragic culmination of a career of silly and incorrigible intrigue such as has seldom been the misfortune of a crowned ruler to pursue. Thanks to the incurable folly of the late occupant of the Korean throne, the country was on the very brink of utter destruction—a fate from which it was only saved by the inexhaustible patience and boundless sympathy of the distinguished statesman whom it has been his rare fortune to have as its supreme adviser and protector. To him and him alone it owes the national entity which it still claims as its own. Under any other Resident-General, Korea would have had a short shrift, and nobody could have contended with justice that Korea did not deserve such treatment. The chance, which Korea still has for proving its worth as an autonomous nation, must, therefore, be regarded as a gift and a favour bestowed upon it by an indulgent friend and avenger.

The year which has just closed, disastrous as it has apparently been, may possibly prove the means of Korea's salvation, if the bitter lesson it has taught be not wholly lost upon her. Korea's undoing in recent years, but more especially in 1907, is to be found in the fatal propensity which its advisers have shown of being guided, or rather misguided, by the pernicious suggestions of certain Continental adventurers and busy-bodies, who, partly from motives of self-interest and partly as the result of their inability rightly to grasp the broad significance of contemporary history, have tried and are still trying to persuade the Koreans that they can accomplish the impossible task of turning back the tide of time. Were it not for the baneful influence of these interlopers, Korea might long ago have settled down to the quiet and contented enjoyment of the benefits of a new and reformed administration.

Time and again we have warned the Koreans against their so-called friends who have never lost an opportunity of poisoning their minds against the nation with which fate has joined them by bonds that nothing short of a miracle could sunder. These men, we repeatedly pointed out, were the worst enemies of Korea. Our warning, we are at all times glad to say, was repeated, not to listen. The bitter experience of the past year ought, however, to have at last opened their eyes as to the real character of the friendship professed by the men in question. The latter, we are sorry to say, are still much in evidence, but we hope that, after the hard experience of the year just closed, their activity will be vain. At all events, the Koreans have no excuse now for any failure to distinguish true from false friends. It is the earnest hope of all their true friends that they will profit by the clearly bought experience of 1907 and offer hearty support and co-operation to the work of regeneration which is beginning to take definite shape and which is destined to make them a prosperous and an enlightened people.

—SUNG PING.

Intimations.

WHAT IT WILL DO.

A woman buys a sewing machine for what it will do for her as an article of furniture. A man carries a watch to tell him the time; not as an investment of surplus capital. The same principle when one is ill. We want the medicine or the treatment which will relieve and cure. The friend in need must be a friend indeed—something, or somebody, with a reputation, with a good record, with a history that justifies our confidence. There should be no guesswork in treating disease. People have the right to know what a medicine is, and what it will do, before they take it. It must have behind it an open record of benefit to others for the same diseases—a series of cures that proves its merit and inspires confidence. It is because it has such a record that

WAMPOL'S PREPARATION

is bought and used without hesitation or doubt. Its Good Name is the solid basis for the faith the people have in it; and a good name has to be earned by good deeds. For the purposes for which it is commended it is honest, true and practical. It does what you have a right to expect it to do. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. In Scrofula, Anemia, Nervous and General Debility, Influenza, Blood Impurities and Wasting Complaints, it is to be thoroughly relied upon. Dr. J. L. Carrick says: "I have had remarkable success with it in the treatment of Consumption, Chronic Bronchitis, Catarrh and Scrofulous Affections. It is of special value in nervous prostration and depraved nutrition; it stimulates the appetite and the digestion, promotes assimilation, and enters directly into the circulation with the food. I consider it a marvellous success in medicine." Every dose effective. "You cannot be disappointed in it." Sold by chemists.

A LECTURE ON

CHRISTIAN SCIENCE

BY

FRANCIS J. FLUNO, M.D., C.S.D.,

Member of the Christian Science Board of Lectureship.

AT THE

THEATRE ROYAL,

THURSDAY, January 23rd, at 5.30 P.M.

Doors open at 5 P.M.

The Lecturer will be introduced by
Hon. H. E. POLLOCK, K.C.

All are cordially invited to attend.

ADMISSION FREE.

Hongkong, 9th January, 1908. [109]

HONGKONG CLUB.

NOTICE.

THE POST OF COMPRADORE to the above Club becomes vacant on the 31st March, 1908. Applications to fill the same will be received by the undersigned up to the 31st January, 1908.

C. H. GRACE,
Secretary.

Hongkong, 8th January, 1908. [132]

A. CHAZALON & CO.

6, QUEEN'S ROAD CENTRAL.

NOW SHOWING:—

A LARGE ASSORTMENT OF

FRENCH DOLLS and TOYS,

PERFUMERY,

TOM SMITH'S CRACKERS,

XMAS TREE ORNAMENTS,

FOOTBALLS, &c., &c.,

ALSO

The Best FRENCH CONFECTIONERY

and LIQUERS.

INSPECTION SOLICITED.

Hongkong, 25th November, 1907. [153]

THE

CHINA PROVIDENT LOAN AND

MORTGAGE CO., LD.

(CAPITAL PAID UP\$1,000,000.)

Loans on Mortgage of House Property, &c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application.)

THE OFFICE OF

TRUSTEE, EXECUTOR OF WILLS,

ATTORNEY, &c.,

Undertaken and Executed.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 2nd December, 1907. [148]

SWATOW DRAWN WORK

COMPANY,

38, WELLINGTON STREET.

Dealers in all kind of

HAND-MADE DRAWN CHINESE

LINEN, GRASS CLOTH, &c.,

all of the best quality;

ALSO

SWATOW BEST PEWTER-WARE.

CANTON EMBROIDERY and CHINESE

LACES,

all from the best French patterns.

HONGKONG and SWATOW.

Hongkong, 10th October, 1907.

Intimations.

Don't Worry.

—Don't Worry.

WHY WORRY?
CONSULT
PHAROS.

THE MYSTIC AND MODERN ASTROLOGER

YES, WHY WORRY?

About your Business, Health, Pleasures, Friends Abroad, your Love Affairs and Chances in Life.

Yes, Why Worry? Consult Pharos. He is able to advise you, console you and warn you. His ambition in this life is to help those in trouble, and must not be claimed with the run of Palmists who use their *Supposed Gifts* to make money. Pharos is independent of this. Willing and able to help all in trouble and relieve their anxiety to the best of his ability and experience.

PHAROS HAS A MESSAGE TO YOU.

You are anxious to put your son to a business that will prosper. Will your daughter be happy in her married life? You are in love. Have I made a wise choice in mate? Shall I take a partner into my business? Should I be wise in going abroad? All these questions Pharos can answer and advise by the aid of astrology. Why not put this to the test. Send P. O. value of 1/- and addressed, stamped envelope to—

PHAROS, DEPT. 14/45 UNION STREET, GLASGOW.

With your Birth Date, Full Name and Title and Town or County of Birth if possible, upon receipt of same Pharos will send you a written Text Horoscope.

With the above Pharos will send you FREE a WRITTEN FORECAST OF YOUR FUTURE.

PICTORIAL POSTCARDS.

100 ASSORTED Scotch, English & Irish Views, etc. for 1/6.
1000
Actresses, Songs, Animals, Lovers
and Comic Cards for 15/-.

English and Continental Actresses hand tinted real glossy Photographs 15/- per gross.

CHRISTMAS & NEW YEAR CARDS well ASSORTED parcel.

100 Cards for 5/- Value 1d, 2d, 3d, 4d and 6d each.

500 ASSORTED Cards for 20/-.

1 gross Jewelled Cards for 5/-.

Foreign or Colonial Stamps not accepted. Kindly send Money Order.

BRITANIA POSTCARD CO., 45, Union Street, Glasgow.

PEAK TRAMWAYS COMPANY,

LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 9.30 a.m. ...Every 10 minutes.
9.30 a.m. to 11.00 a.m. ...Every 15 minutes.
11.30 a.m. to 12.45 p.m. ...Every 15 minutes.
12.45 p.m. to 1.15 p.m. ...Every 15 minutes.
1.15 p.m. to 1.45 p.m. ...Every 10 minutes.
1.45 p.m. to 2.15 p.m. ...Every 15 minutes.
2.15 p.m. to 3.00 p.m. ...Every 15 minutes.
3.30 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 6.00 p.m. ...Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m.
every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ...Every 15 minutes.
9.00 a.m. to 9.30 a.m. ...Every 30 minutes.
9.30 a.m. to 10.30 a.m. ...Every 15 minutes.
10.30 a.m. to 11.00 a.m. ...Every 10 minutes.
11.45 a.m. to 12.00 noon ...Every 15 minutes.
12.00 noon to 1.00 p.m. ...Every 10 minutes.
1.00 p.m. to 2.00 p.m. ...Every 15 minutes.
2.00 p.m. to 3.00 p.m. ...Every 10 minutes.
3.00 p.m. to 4.00 p.m. ...Every 15 minutes.
4.00 p.m. to 5.00 p.m. ...Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 4th June, 1907. [157]

Sole Agents for

HUMBER CYCLES.

TYPEWRITERS

FOR

HIRE, REPAIR & SALE.

TO CLEAR AT VERY MODERATE

PRICE.

REMINGTON,

HAMMOND,

BARLOCK.

NEW CENTURY & SUN TYPEWRITERS

MOTOR LAUNCHES

and BOATS

FOR HIRE AT BLAKE PIER.

DAY AND NIGHT PER HOUR\$2

New Bicycles

for Hire.

NEW CYCLES FROM \$85 EACH.

REPAIR TO MOTOR BOATS, CARS,

and CYCLES UNDERTAKEN.

DRAGON CYCLE DEPOT,

No. 11, D'AGUIAR ST. and KOWLOON.

Hongkong, 27th November, 1907. [111]

FASST BREWING COMPANY,

MILWAUKEE.

FRESH SUPPLIES

ALWAYS KEPT IN STOCK

BY

SIRMSSEN & Co.,

Agents for

HONGKONG & SOUTH CHINA.

Hongkong, 29th July, 1907. [154]

GREEN ISLAND CEMENT COMPANY,

LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.00 per Cask
ex Factory.In Bags of 50 lbs. net \$8.00 per Bag
ex Factory.SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 3rd October, 1907. [153]

COLD STORAGE.

THE HONGKONG ICE COMPANY,

LTD., have now 40,000 Cubic feet of

COLD STORAGE available at RAU Point.

Stores will be Open to a.m. and 4 p.m.,
daily Sunday excepted, to receive and deliver

perishable goods.

WM. FARLANE,
Manager.

Hongkong, 22nd June, 1907. [161]

O. C. MOOSA,

1 & 3, D'AGUIAR STREET.

JUST UNPACKED A LARGE AND

SPLENDID STOCK OF

FRENCH MILLINERY,

Intimation.



A. S. WATSON & CO.,
LIMITED.

THE GREAT
POPULARITY
OF
Watson's

E

VERY OLD LIQUEUR

SCOTCH
WHISKY

HAS BEEN ATTAINED BY ITS

CONSISTENT EXCELLENCE
OF
QUALITY.

IT IS A

PURE MALT WHISKY

GENUINE AGE

AND

FINE MELLOW
FLAVOUR.

Per Case - - - \$16.50

A. S. WATSON & CO.,
LIMITED,
WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

ALEXANDRA BUILDINGS.

Hongkong, 3rd January, 1908.

NOTICE.

All communications intended for publication in
"THE HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Ice House Road, and
should be accompanied by the Writer's Name and
Address.

Unfriendly letters or communications should be addressed
to The Manager.
The Editor will not undertake to be responsible for
any returned M.A., nor to return any Contributions.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY - \$10 per annum.
WEEKLY - \$12 per annum.

The rates per column and per line are proportional.
The daily issue is delivered free when the ad-
vertiser is a subscriber. An extra charge for postage
of additional \$1.00 per quarter is charged for postage.
The postage on the weekly issue to any part of the
world is 30 cents per quarter.
Single Copies, Daily, ten cents; Weekly, twenty-
five cents.

BIRTHS.

On January 9, 1908, at Shanghai, the wife of
T. MORGAN PHILLIPS, of a daughter.

On January 9, 1908, at Shanghai, the wife of
T. N. HUGAL, of a son.

PAID - January 11. At his residence, 29,
Wyndham Street, Hongkong, the wife of Capt.
E. J. PAGE, of a son.

The Hongkong Telegraph

HONGKONG, TUESDAY, JANUARY 14, 1908.

GRAT BRITAIN'S COMMERCIAL
PROSPERITY.

The most mean-spirited and narrow-
minded observer of events in England must
experience a feeling of compassion for the
members of the late Government, who so
gaily predicted the downfall of the British
Empire should their services be rejected, and
the utter ruin of home industries. The
gentlemanly party was ridiculously routed at
the polls and the iconoclasts, the disturbers
of happy homes, the enemies of the Empire
and the destroyers of Great Britain's trade
were placed in power by the votes of com-
mon-sense electors. Yet it is a fact, which
will scarcely be denied by the most rabid
supporter of the old gang, that the British
Empire was never sounder than it is at the
present time, while the prosperity of British
trade and the success of British enterprises
have not merely exceeded all expectations
but have surpassed all records. The leader-
less party may pretend that they are 'joyful
at this extraordinary state of affairs but they
can scarcely feel triumphant. After preach-
ing hunger and misery, and hoping against
hope that strikes, lock-outs, over-supply and
want of confidence would break up the in-
dustrial market, it must be wormwood and
gall to the Tories to know that their attempts

to hoodwink the people have so ignominiously failed. What answer can they give to the statement that—unless we are mistaken—for the first time in the history of British trade returns the aggregate value of the imports and exports has passed the thousand million pounds mark by a matter of seventy million pounds sterling? A Shanghai contemporary has taken the trouble to make some calculations with the object of giving some idea of what a million pounds means—the seventy millions odd are not worth considering when we are dealing with hundreds and thousands. The *Mercury* says: "Let us suppose the Hongkong and Shanghai Bank to have first opened its doors on the day that Shanghai was thrown open for foreign trade in 1843. Let us imagine a shroff to have been told off to count a thousand million at the rate of 100 a minute. Let us further suppose him to continue at his task during the six hours of an office day and to keep at it without holidays of any sort. In this year of grace 1908 what would be his position with regard to his task after the 64 years had elapsed? He would have still some twelve years further counting to do!" Any man, even a shroff, should be surfeited with the colour of gold by the time he was finished counting a thousand million sovereigns and would probably even be glad to get a chance of counting his beads for a change. But the calculation indicates very clearly the immensity of British trade industries. It should be kept in mind that these figures do not represent the sum total of British interests. As our contemporary remarks, our modern economists have discovered there are such things as exports which escape the Customs statisticians, and likewise imports which remain invisible to the Board of Trade. Our vast shipping business is shown neither in the imports nor the exports. The interest on our world-wide loans and investments come in as goods for which we have already paid, and the result during the past decades during which the balances have, on paper, been so terribly against us, has not been national bankruptcy but national enrichment. All these things should prove to the working man that if the present Government is not the best that ever was it has certainly given a staggering blow to the pretensions of the other side. From the Imperial point of view, for, despite the clamour of the Opposition who claim to be the only real Imperialists, there actually are members of the Cabinet who recognise the importance of the federation of the Empire, but not federation at the expense of the Mother Country; the consideration of the trade returns leads naturally to the question of our Navy's efficiency. Our Navy, as the *Mercury* puts it, is large already, powerful already, and expensive already, but in proportion to the interests it has to defend it is cheaper, less powerful, and less extensive than those of Great Britain's rivals. There can be no question, therefore, but that it will be maintained at the highest range of efficiency called for by such an unparalleled position. And as its burdens in the form of commerce to defend, populations to protect, and territory to take care of are steadily growing, so it will be rightly argued, must the Navy grow with them. Ten years ago we were in the midst of the early efforts, made by men who knew the situation, to awaken the British manufacturer, merchant, and distributor to the true facts as they then were. The *Review of Reviews* had for years a standing headline "Wake up, John Bull!" Apparently the awakening has been effective. That the business of the year has been on the whole not merely large but sound is partly proved by the slightness of the effect which the American financial crisis has had in Britain. It is remarkable that it should have been so when it is remembered how very intimately are British and American business connected. Incidentally the steadiness of the British market is likewise a sign that the crisis in the States was more apparent than real, and that the *Economist* was right in saying that American assets are what they were before and that the trouble has arisen as such troubles do arise, partly from lack of sufficient currency, and partly from a temporary withdrawal of credit. Altogether the trade and financial record of Great Britain, during a period when the whole world has been experiencing abnormal depression, is a tribute to the capacity of those at the helm; and if the party languishing in outer darkness, and gnashing their teeth in vain jealousy at the remarkable results which have attended the labours of the present administration, can twist the trade returns for last year into an indictment of the Government's domestic and Imperial policy then we shall be among the first to congratulate them upon their ingenuity.

Journals on tropical complaints in which he argued that the disease was due to the consumption of deleterious rice and that a decidedly good case is supposed to be in Hongkong where beri-beri is frequently said to be the disorder from which Chinese and Indian patients are suffering, the medical officer of the Government Civil Hospital have turned their attention to the subject, but so far as we are aware, without arriving at any conclusion which would answer every argument. If the remarks of a real American Bishop are to be accepted at their face value as they appear in an American paper—and while we may have our suspicions of the ordinary, outlying missionary we cannot even hint at a suggestion of credulity when his lordship begins to launch out in the rhetorical line—it would seem that all this hunting among stale and decomposed rice for the origin of beri-beri is simply a waste of time and energy. In fact it argues a lack of intellect. The prelate who seems to know all about tropical diseases, and is also in the confidence of the Emperor of Japan, is Bishop McKim, who is described as "one of the two American heads of Episcopal missionary work in Japan. He solemnly avers that the medical advisers of the Japanese Government attribute beri-beri to the habit of the natives of sitting on their haunches, instead of using a cane-bottomed chair. In the words of the San Francisco *Call* the medical men in Tokyo have 'discovered at last that cramping the legs is one of the chief causes of beri-beri, the destructive tropical disease which has long puzzled the Oriental physicians, because it attacked only those Mongolian races addicted to rice and to resting on their heels. Floor mats, therefore, will be forever proscribed as appendages of rest, except for sleeping, and even for this purpose they are being supplanted rapidly by the mattress and iron frame arrangement favoured in the western world.' It is certainly a fact that from Aden to Yokohama the art of squatting on their haunches is popularly pursued by the lower Asiatic classes, and perhaps the Chinese of rank may not be averse to the same practice. But in China we know for an undoubted fact that the wealthy or educated people have used chairs from time immemorial, because examples of Chinese carpentry in the form of chairs which provided the original designs for Chippendale which are known to be hundreds of years old are at rare intervals offered for sale at Christie's in London. The poor, however, had either to accommodate their joints to nature's demands or go leg-weary. So they tucked up their muscles and cramped their legs and promptly became the unfortunate victims of beri-beri. And for all these years the pathologists have been pottering about among rotten rice and insalubrious areas seeking for what could never be found there. The medical practitioners recruited in the West have not received a more severe blow to their pride for many a long day. After all, we are not quite certain that the medical advisers to the Government of Japan are Japanese; they might be American missionaries with an interest in some cane-wood factories on the Pacific slope. The Bishop, as has been said, was very communicative to the San Francisco, and related some of his personal experiences to the highly interested representative of the Press. He observed: "Every time I went calling I had to do my hosts dirt—sit on my heels. When they came to see me they asked my pardon and curled their legs up on my chairs. They said it made their legs numb to sit as we do, just as it benumbed mine to sit as they did. But this was mostly among the elder Japanese," the bishop added. "Chairs are in use in the government schools. The banks, large stores and government offices have them; but in the homes the mat is still as supreme, and it is to protect the next generation of men and women that the emperor will issue his edict." Surgeons of the Japanese army who investigated the origin of beri-beri found, we are told, that the disease swells the limbs of its victims, first, then extends upward and paralyzes their hearts. It is not entirely a result of squatting on the floor, however. The Japanese scientists found rice partly to blame, and that is the reason why barley is now a part of the regular army ration, and the scruples of Buddhists regarding the consumption of flesh are ruthlessly overridden by the strict order to all soldiers to eat, so much meat per day. There is the whole thing in a nut shell. The Bishop's friends have discovered the cause of beri-beri and now all Japan will be seated on chairs in compliance with the Emperor's edict. Stranger things have come to pass, and notable discoveries have been made in equally simple fashion, and it may be that the Tokyo doctors are right and all the others wrong. It would be a feather in the cap of the Japanese if their scientists had really stumbled on the truth, and would entitle our ally to a front seat in the scientific world.

THE ANGLICAN BISHOP AND
BERI-BERI.

For years medical men in the Far East, in India, Burmah, Malaya and in China have been searching for the cause of beri-beri among the natives of these countries, but so far without any definite success being achieved. One scientist, who studied the disease in Burmah, wrote a lengthy paper in one of the leading

which he argued that the disease was due to the consumption of deleterious rice and that a decidedly good case is supposed to be in Hongkong where beri-beri is frequently said to be the disorder from which Chinese and Indian patients are suffering, the medical officer of the Government Civil Hospital have turned their attention to the subject, but so far as we are aware, without arriving at any conclusion which would answer every argument. If the remarks of a real American Bishop are to be accepted at their face value as they appear in an American paper—and while we may have our suspicions of the ordinary, outlying missionary we cannot even hint at a suggestion of credulity when his lordship begins to launch out in the rhetorical line—it would seem that all this hunting among stale and decomposed rice for the origin of beri-beri is simply a waste of time and energy. In fact it argues a lack of intellect. The prelate who seems to know all about tropical diseases, and is also in the confidence of the Emperor of Japan, is Bishop McKim, who is described as "one of the two American heads of Episcopal missionary work in Japan. He solemnly avers that the medical advisers of the Japanese Government attribute beri-beri to the habit of the natives of sitting on their haunches, instead of using a cane-bottomed chair. In the words of the San Francisco *Call* the medical men in Tokyo have 'discovered at last that cramping the legs is one of the chief causes of beri-beri, the destructive tropical disease which has long puzzled the Oriental physicians, because it attacked only those Mongolian races addicted to rice and to resting on their heels. Floor mats, therefore, will be forever proscribed as appendages of rest, except for sleeping, and even for this purpose they are being supplanted rapidly by the mattress and iron frame arrangement favoured in the western world.' It is certainly a fact that from Aden to Yokohama the art of squatting on their haunches is popularly pursued by the lower Asiatic classes, and perhaps the Chinese of rank may not be averse to the same practice. But in China we know for an undoubted fact that the wealthy or educated people have used chairs from time immemorial, because examples of Chinese carpentry in the form of chairs which provided the original designs for Chippendale which are known to be hundreds of years old are at rare intervals offered for sale at Christie's in London. The poor, however, had either to accommodate their joints to nature's demands or go leg-weary. So they tucked up their muscles and cramped their legs and promptly became the unfortunate victims of beri-beri. And for all these years the pathologists have been pottering about among rotten rice and insalubrious areas seeking for what could never be found there. The medical practitioners recruited in the West have not received a more severe blow to their pride for many a long day. After all, we are not quite certain that the medical advisers to the Government of Japan are Japanese; they might be American missionaries with an interest in some cane-wood factories on the Pacific slope. The Bishop, as has been said, was very communicative to the San Francisco, and related some of his personal experiences to the highly interested representative of the Press. He observed: "Every time I went calling I had to do my hosts dirt—sit on my heels. When they came to see me they asked my pardon and curled their legs up on my chairs. They said it made their legs numb to sit as we do, just as it benumbed mine to sit as they did. But this was mostly among the elder Japanese," the bishop added. "Chairs are in use in the government schools. The banks, large stores and government offices have them; but in the homes the mat is still as supreme, and it is to protect the next generation of men and women that the emperor will issue his edict." Surgeons of the Japanese army who investigated the origin of beri-beri found, we are told, that the disease swells the limbs of its victims, first, then extends upward and paralyzes their hearts. It is not entirely a result of squatting on the floor, however. The Japanese scientists found rice partly to blame, and that is the reason why barley is now a part of the regular army ration, and the scruples of Buddhists regarding the consumption of flesh are ruthlessly overridden by the strict order to all soldiers to eat, so much meat per day. There is the whole thing in a nut shell. The Bishop's friends have discovered the cause of beri-beri and now all Japan will be seated on chairs in compliance with the Emperor's edict. Stranger things have come to pass, and notable discoveries have been made in equally simple fashion, and it may be that the Tokyo doctors are right and all the others wrong. It would be a feather in the cap of the Japanese if their scientists had really stumbled on the truth, and would entitle our ally to a front seat in the scientific world.

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HONGKONG BANKS.

THE FINAL DIVIDEND.

APPROPRIATION OF SHARE PREMIUM.

We are officially authorized to state that, subject to audit, the Directors of the Hongkong and Shanghai Banking Corporation will recommend at the forthcoming meeting—
a dividend of £2 per share of the old issue

a pro rata dividend, or £1.10, per share of the new issue

Add to the Silver Reserve Fund \$500,000 and carry forward about \$2,000,000.

In addition to the above, the amount received as premium on the new shares has been dealt with as follows:

To the purchase of Consols of sufficient nominal value to increase at 8s the Sterling Reserve Fund by £500,000 which fund will then stand at £1,500,000.

To the transfer to the Silver Reserve Fund of the balance of \$1,250,000.

For the corresponding period of last year, the appropriations of the second half-year 1906 were as follows:

a Dividend of £1 15/- per share

a Bonus of £1 per share

Add to the Reserve Fund \$750,000 and carry forward about \$7,700,000.

AN ESTATE IN BANKRUPTCY.

SUIT TO RECOVER MONEY ALLOTTED TO BE DUE TO THE ESTATE.

Before Mr. Justice Wile, presiding in the Summary Jurisdiction Court, this morning, Mr. C. F. Dixon, of Messrs. Hastings and Hastings, trustee of the property of one Kwok Pui Chi, a bankrupt, brought an action against the Tai On Chan firm to recover the sum of \$500 alleged to be due to the bankrupt's estate in respect to a money loan association.

Mr. W. Davidson (of Messrs. Hastings and Hastings) appeared for the plaintiff, and Mr. P. W. Goldring, (of Messrs. Goldring and Ballow), for the defendants.

His Lordship (to Mr. Davidson): I would like to know what *fact* stands your client has? This money is not due to the estate.

Mr. Davidson: I submit it is.

His Lordship: But an outside creditor cannot claim this loan association money, you have not carried this association on since August 26. The money does not belong to the bankrupt. It has nothing to do with the general creditors.

Mr. Davidson: I submit each member of the association made a separate contract with the promoter.

His Lordship: Supposing you get this money, how are you going to dispose of it?

Mr. Davidson: I submit it is part of the bankrupt's estate.

His Lordship: You mean to say an outside creditor, for goods sold and delivered, is entitled to share in it?

Mr. Davidson: Yes, my lord.

His Lordship: Have any creditors proved who are members of this loan association?

Mr. Davidson: Yes, my lord.

His Lordship: Have any proved who are not?

Mr. Davidson: Yes, my lord, they have.

His Lordship: Well, you certainly cannot deliver it to them. It is only in his hands, so to speak, to distribute among members. They pay subscriptions each month, and he takes the 'discount' as profit. It is not part of the general estate—it is not the property of the bankrupt at all.

Mr. Davidson: I submit the general creditors are entitled to share.

His Lordship: The object of an association of this sort is to benefit the promoter. When a man or woman gets into difficulties he or she starts a loan association. The trustee is acting for the general creditors, but the only people who can share in this money are the subscribers to the association. I think it has nothing to do with the trustee in bankruptcy. You are suing for the future.

Mr. Goldring: There are instalments not yet due.

Mr. Davidson: I submit the trustee is entitled to sue unless the defendant shows that he is a trustee. I submit the onus is on him to do that.

His Lordship: There is that point. I quite see your argument. I am not going to decide it just now. I will adjourn the case, and will try to let you know my decision by Friday.

THE *ss. Yingking*, Capt. E. J. Page, brought down a shipment of \$14,000 clean British dollars, this morning, from Canton.

MR. Augustus Helms, who was arrested on the 7th instant in New York on a charge of malpractices in connection with the Mercantile National Bank, pleads not guilty.

THE *San Francisco Chronicle* urges that a Japanese Exclusion Bill is for the moment inadvisable in consideration of Viscount Aoki's speech and of telegrams received from Tokyo.

"CATHERINE," by L. Parry Truscott—T. Werner Laurie—'a pathetic and very interesting novel, and for those who like a story different to the ordinary every-day novel every page is full of interest.

THE distribution of prizes to the successful scholars of the Anglo-Chinese District Schools will take place on the 18th inst., at 11.30 a.m., at the Wesleyan School. His Excellency the Governor will distribute the prizes.

THE *ss. Malta*, of the Chargeurs Réunis, is expected here on Monday next.

THE "Tat boom" is held to have received a setback at a Republican dinner given in New York.

H.E. the Governor will preside at the distribution of prizes, at St. Stephen's College, on Friday, 17th inst., at noon.

MR. ELIHU ROY, U.S. Secretary of State, is preparing to answer Count Hayashi's note on the immigration question.

LEAVE OF ABSENCE, on urgent private affairs, to Mr. J. J. Brodie, and Messrs. Highlanders, from 16th January to 16th July, 1908.

TROUT STOCKING.

PROPOSED EXPERIMENT IN HONGKONG.

THE GOVERNOR'S SUGGESTION.

We have received the following communication from the Colonial Secretary:

Colonial Secretary's Office,
Hongkong, 14th January, 1908.

Sir.—It may interest you to learn that His Excellency the Governor having decided to try the experiment of stocking some of the Reservoirs with trout, a consignment of the ova of trout is expected shortly from the fisheries of the Canadian Government.

If any of your readers have had experience of hatching out ova of trout perhaps they would be good enough to call on the Colonial Secretary.—Yours truly,

F. H. MAY.

THE GOVERNOR OF MACAO.

RETURNS TO THE PORTUGUESE COLONY.

The Governor of Macao and party returned to the Portuguese Colony this forenoon by the gunboat *Rio Lima*. Mr. E. Senhor and Madame Coutinho were conveyed on board the warship on the Government tender *Victoria* which had been placed at their disposal. Capt. Mitchell-Taylor, the Governor's A.D.C., went to see the distinguished visitors off. Consul-General Romano and Mr. J. J. Leiria, Vice-Consul, were also on board the *Victoria* to bid good-bye to the Portuguese visitors.

At the official dinner at Government House last night covers were laid for forty-eight guests. Besides the hosts and hostess, Sir Frederick and Lady Lugard, those present were:—His Excellency Senhor Coutinho, Governor of Macao, and Madame Coutinho, Captain Da Silva Meneses, Chief of Staff, Macao, Captain da Fonseca Monteiro, A.D.C., Lord and Lady French, Lieutenant Santos, A.D.C., Captain Marescaux, A.D.C., Captain Azeiteiro, Lieutenant Vial Freitas, Commander Glenzie, Major Bayliff, R.M.L.I., Lieutenant Brock, C.M., Lieutenant Blackwood, A.D.C., Captain Brerly, Captain and Mrs. Murray, Captain McCulloch, Captain and Mrs. Collingwood, Hon. Mr. and Mrs. F. H. May, Lt. Bramble, R.M.L.I., Lieut. Satterthwaite, R.E., Capt. Dalyell, 13th Baluchis, Consul-General A. G. Romano, Mr. and Mrs. J. J. Leiria, Rev. and Mrs. Ennis, Mr. and Mrs. Eves, Mr. E. S. Carruthers, Mr. and Mrs. Pemberton, Mr. and Mrs. C. C. Lee, Mr. and Mrs. Lefferts, Mr. Chard, Mr. and Mrs. Baker, Mr. A. J. Williams, Captain P. H. Mitchell-Taylor, A.D.C., and Mr. A. J. Brackenbury, private secretary.

Sir Frederick Lugard proposed the toast "The King and the King of Portugal" which were duly honoured.

H.E. Senhor Coutinho, after the tea-party at the "Daunt" yesterday, spent the rest of the evening "shopping" in the city. He was accompanied by his A.D.C.'s and Vice-Consul Leiria.

ARMED ROBBERY.

SUSPECT ARRESTED AND CHARGED.

At the Magistracy, this afternoon, Mr. F. A. H. a land presiding, an application was made by the Chinese authorities for the extradition of one Lo Chau, alias Li Chung Chan, for armed robbery committed within the jurisdiction of China. The accused—a man of about twenty-five years of age—denied the charge.

Chief Detective Inspector Hanson, who prosecuted, said the robbery occurred in the Namhoi district, where the complainants lived. They were farm hands and lived in a house situated at one end of the farm yard. On the night of the 13th February last, the accused in company with six others, all of whom were armed with revolvers, broke down the door and entered the house. Altogether there were seven persons employed in the farm yard, but being Chinese, New Year four had gone home, leaving three, who were asleep in the house when the robbers entered. Mr. Hanson said that one of the witnesses would tell the Court that he was caught by the throat by one of the robbers, who demanded \$300, which had been arranged to be paid over some months before, and on account of the money not having been received they planned the second visit.

His Worship—Blackmail?

Mr. Hanson—Yes.

Continuing: Having been frightened the witness told the robber that if he wanted money he would find some in a jar at the bottom of his bed. The jar was produced, the contents (\$86) were removed, together with some clothing. When they were leaving the robbers demanded that the \$300 be paid in two days otherwise they would visit them again, and because of this the complainants gave up their business and left the district.

Evilence was then called.

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THE "T

Telegrams.

[Paster's.]

Canadian Immigration.

London, 13th January.

The anti-Japanese immigration regulations mentioned in the telegram of the 7th inst. (No. 5954) will be enforced in British Columbia immediately.

The North German Lloyds and the Nippon Yusen.

An agreement has been concluded in Bremen between the North German Lloyds and the Nippon Yusen by which the Nippon Yusen leaves further Indian service to the North German Lloyds alone, on conditions declared perfectly satisfactory to both parties. This ends 18 months of passenger and freight cutting.

Later.

Disaster in a Music Hall.

A disaster occurred in the Ramsay Public Hall at a cinematograph performance, where a number of children, of the average age of 6, rushed down the stairs to obtain better seats and 16 were rushed to death, many being injured.

The United States Fleet of Battleships.

The United States fleet of battleships has arrived at Rio de Janeiro.

Germany.

The Social Democrats held eight meetings in Berlin yesterday, at which the representatives of 14 of the suburbs were in favour of the extension of the Prussian franchise on the same principle as the Reichstag.

After the meetings 30,000 men in ten columns attempted to march to the palace and the Unter den Linden, to which all access was barred by the police, who broke up the processions with great difficulty; and at one point blood was shed.

TO AID PACIFIC SHIPPING.

A very short bill introduced in Congress by Representative Humphrey, of Washington state, on December 3, authorizes the postmaster general in pay vessels of the second class, on voyages of not less than 4,000 miles in length, the same compensation per mile for carrying the mails as now paid to vessels of the first class. If it passes, as it should pass, it will apply almost entirely to mails carried across the Pacific, and will be of very great value to the American vessels in that trade. Indeed, it may result in keeping some of the American steamships in trans-Pacific trade which at present are about to be forced out of it, under the pressure of the competition of the subsidized vessels of other countries.

By the terms of the Act of March 3, 1891, of which this bill is amendatory, first-class vessels are defined as those having a speed of not less than 12 knots an hour, and of not less than 8,000 tons registered tonnage; and second-class vessels are of sixteen knots speed and 5,000 tons registered tonnage. The compensation for carrying mail is \$4 a mile for vessels of the first class, and \$3 a mile for vessels of the second class.

There are no vessels of the first class on the Pacific. Trade conditions are entirely different on this ocean. As the Atlantic the enormous passenger business has led to the perfection of the ocean greyhound, built especially for this class of business, the carrying of freight being entirely a subsidiary matter. On the Pacific the carrying of freight is the essential thing, the passenger traffic being relatively small. Commercially speaking, it is of far greater importance that American ships should carry American freight to Asia than it is to control the passenger traffic between the two continents. The Act of Congress of 1891 was intended specifically to encourage the building and operation of American steamships on the ocean. It has had but small influence in that direction on the Pacific, because of the small aid which it lends to American vessels of the class which alone can be employed in the trade. If the vessels carrying mails across the Pacific could receive the same compensation as is paid the vessels carrying mails across the Atlantic, the additional payment may encourage them to remain in the trade. For example, every American steam vessel plying between Seattle and Yokohama would receive 8,000 more for carrying the mails each voyage than she does under the present law.

The ocean mail service during the last fiscal year earned \$2,000,000 more than was paid to vessels for carrying the mails. It is but fair that some portion of this sum should be devoted, as the Humphrey bill proposes, to the encouragement of American steamships on the Pacific, which are seriously in need of encouragement in the fight which they have been putting up against subsidized rivals and government indifference. —*Seattle Post.*

A Tokio despatch of 9th inst. reports:—The British steamer *Zingara* (3,463 tons), master Turner, (Brighton & Co.), is ashore at Mr. J. She was bound for Singapore with a cargo of coal, and ran aground while the captain, who is suffering from small-pox, was being removed. Attempts are being made to refloat her, and she is discharging her coal. The *Oake* steamer *Kiwano*, (3,000 tons), which is ashore on the island, will be a total loss owing to the small-pox.

S.S. "AN-UI" RE-FLOATED.

JOURNEY TO WUCHOW CONTINUED.

ARRIVAL OF H.M.S. "FAME" IN HONGKONG.

News has been received in the Colony to-day of the re-floating of the West River steamer "An-UI," which went ashore on the Swathway at eleven o'clock on Sunday night while proceeding to Wuchow, as exclusively reported in last evening's *Hongkong Telegraph*.

As we already stated, soon after the "An-UI" took the ground, 11. M. torpedo-boat "Fame" went to her assistance, but nothing could be done at the time to re-float the ship. The Naval authorities in Hongkong were then informed of the mishap by wireless in the following terms:—

"S.S. 'An-UI' went ashore at Swathway at 11 p.m.; she has five feet of water after all at high water and is drawing 7 ft. to inches. I think she will require tugs and lighters. Captain says no danger of ship listing over. 'Fame' am proceeding to Hongkong. Will you please inform owners."

The "Fame" arrived in Hongkong last evening. At high tide yesterday the "An-UI" was re-floated and continued her journey to Wuchow. At about 10.15 o'clock last night the steamer "Hoi-yang," bound for Wuchow, passed her at the entrance to Sailian Channel, about three miles westwards of the Wangmoon Customs Station, and all appeared to have been well on board.

Swathway is a large sand bank off the entrance to the Wangmoon creek, on which there is a light, which is hard to see on a hazy night. On the night the "An-UI" went ashore a fog had settled down on the river, and there was very low water at the bar, which accounts for the stranding of the vessel, and from what we can gather from men who know the river it is no uncommon thing for vessels to touch the Swathway as the channel is very narrow and requires very skilful navigation under ordinary conditions.

Before Wangmoon was opened as a Treaty port, shipmasters navigating the West River experienced the utmost difficulty in negotiating that part of the river near Swathway. A well-known and one of the most popular skippers engaged on the river trade explained to a member of our staff this morning that, when he had to take his ship that way, in the late "nineties," he and a colleague of his, who were both then navigating converted old Chinese gunboats into freight carriers, were in the habit of marking the waters around Swathway with bamboo for their own guidance. To ensure better safety by night, \$5 were paid, out of their personal purse, a month, to a Chinese fisherman to maintain a burning lamp near Swathway.

The cupidity of the petty water thief, however, did not stop at plundering defenceless Chinese craft on the waters, but the fishermen would actually even steal the lamp, costing only a few cents, that had been privately maintained for the guidance of the British mariners, who happened at the time to be the only two who piloted vessels as far up river as Wuchow.

TSINGTAO.

DOMESTIC IMPROVEMENTS.

Writing on the 3rd inst., the Tsingtao correspondent of the *N. C. D. News* says:—The past year has seen many improvements in Tsingtao. Many new roads have been made, the most important of which is the one to the steamer landing. Those who have had to bump in carriages or rickshaws over the clay road, which has been used the past few months will much appreciate this new road.

Within certain districts laying of water in private houses has been made compulsory, and it is hoped in time, the unsightly hydrants, where coolies flock for the daily water supply may be done away with.

The railway is doing an increasing business, but the prospects for this winter seem not so promising owing, no doubt, to the increasing distress in the west and north-western parts of the province. Prices for food are abnormally high, so the common people will not be likely to indulge in luxuries.

FINANCE AND THE POST OFFICE.

The ten-cash piece will not be accepted in some sections, and money matters generally are in a bad way. In Tsingtao, merchants complain that business is very slack. One reason, perhaps, is that prices are higher than in Shanghai, and another that the unfortunate postal arrangement which requires a minimum of 50¢ for every letter in or out of Tsingtao, prevents much mail order business. It would be a great relief if the German Post could make some arrangement so that local mail may be at the same rate as that of the G. I. P., which now has offices in all the important cities and centres of Shanghai and has earned a splendid reputation for prompt and safe delivery of all mails entrusted to its care. It is not strange, therefore, that much mail order business goes right through Tsingtao on its way to Shanghai when postal rates are only about one-half and goods are generally less expensive.

THE GOVERNOR'S VISIT.

Governor Wu visited Tsingtao last week, and was met at the station with the usual honours. Two banquets were given, and he had some drives over these beautiful roads. At the Government school the children were assembled to sing for his Excellency, much to their delight.

This school, by-the-way, is worthy of the attention of the parents who desire a good education for their children and still to keep them within reasonable distance. The work done is most thorough and satisfactory. In the earlier classes, of course, all work is in German, but English, French and Latin are all taken up rather earlier than in American or English schools.

GOLD MINES.

We hear rumours of a promising find of gold in a neighbouring island and that a direct line of steamships is soon to be established between here and European ports.

WEST RIVER PATROL.

A VICEREGAL PROCLAMATION.

ALLEGED WITHDRAWAL OF BRITISH FLOTILLA.

[From Our Own Correspondent.]

Canton, 13th January.

In connection with the presence of the British Flotilla on the West River, H. E. the Viceroy yesterday issued a proclamation which runs as follows:—A proclamation is hereby issued to notify the general public that the people of the different districts along the West River have been much alarmed by the presence of the British vessels now cruising there. I have on several occasions explained to you that they were only patrolling the waters, and exhorted you to desist from creating any disturbances. Now, after a great deal of discussion with the British Consul-General here, a conclusion has been arrived at to the effect that the vessels comprising the Flotilla will leave the river immediately and return to Hongkong with the exception of those of the British river gun-boats which are customarily stationed here to protect British interests. In addition to the above arrangements, Inspector General of the Naval Forces of Kwangtung, Li Chun, has been given instructions to adopt necessary measures for the West River patrol service without further loss of time.

THE SHAU-KI-WAN BURGLARY.

SERGEANT FOWLER HIGHLY COMMENDED.

After having been confined in the Government Civil Hospital for over a month—to be precise, a month and five days—suffering from injuries which he had received in a struggle with Police Sergeant Fowler along the Shau-ki-wan Road, Lin Shing, an unemployed carpenter, was brought before Mr. H. H. J. Gompertz, this forenoon, at the Police Court, to answer three charges of burglary and one of cutting and wounding the Sergeant.

Readers will recollect that about midnight on the 9th ultimo, while Sergeant Fowler was returning to Bay View Police Station, he heard cries of "Thief, thief!" coming from one of the houses—No. 24, if we remember aright—near the Sam Woo timber yard. The officer made for the spot immediately and was in time to see a big and muscular Chinaman, looking very excited, leave one of the houses on the row from where the alarm was sounded. Suspecting that he was the thief, Sergeant Fowler crept behind him and seized him by the queue.

"What's matter you?" asked the Chinaman in English, looking very indignant.

"Come along with me," returned the officer, leading the suspect back to the house he had just left.

The Chinaman had no intention of obeying and turned on the Sergeant and dealt him a blow on the chest. In the combat that followed the suspect succeeded in freeing himself and, dashing to the opposite side of the road, cleared a fairly high fence, and disappeared in the quarry. For about five minutes Sergeant Fowler believed he had lost the man, and as he was about to give up the hunt, he spotted him coming down the other side of the quarry.

Running around the corner he waited and grabbed the man again as he alighted on the road from a wall. The Chinaman struck out mightily and received some in return. He then locked with the Sergeant in a close embrace and both went down. They struggled wildly on the road, each trying to regain his feet before the other. The Chinaman got there first and would, perhaps, have "outed" the officer, had not the latter been on the alert and out-manoeuvred him by jumping at him, bringing him to the ground.

This seemed to have settled the matter, and the Sergeant took him by the queue to remove him to the lock-up. Whether it was the Chinaman's intention to kill the officer or simply to cut his queue, and so effect an escape, is not known.

What is known, however, is that as soon as the journey to the station was started, the Chinaman whipped out a large sized penknife, and in waving it about, brought it down on the Sergeant's wrist with such force as to nearly sever an artery. Another struggle followed, in which a quietus was dealt to the Chinaman. The rest of the journey was continued to No. 1 Police Station very quietly. Arriving there the Chinaman feigned insensibility, but was soon brought round. On examination it was found that his knee was severely injured. Sergeant Fowler was bleeding copiously from one hand, the other being badly swollen. Both men were then sent to the Government Civil Hospital for treatment.

Evidence to this effect was taken and accused was found guilty. He was sentenced to six months' hard labour on each of the three charges of burglary, sentenced to run concurrently, and on the charge of stabbing the officer a further sentence of six months was passed, to run consecutively, making the sentence one year in all. The Court highly commended Sergeant Fowler in holding on to his prisoner in spite of the severe injuries he had received.

FROM KOREA we learn that it is understood that the promoters of the Chemulpo Dockyard Company have recently obtained permission from the Naval Department of Japan, through the Seoul Residency-General, to reclaim an area of the coast in front of the coal house at Wol-mi Island for the purpose of constructing a dockyard. Seoul advises that the Korean Budget for the past fiscal year provides for expenditure to the amount of Yen 20,500,000, of which Yen 13,500,000 is ordinary and Yen 6,997,000 extraordinary. The total of revenue is estimated at Yen 20,226,731, an increase of no less than Yen 15,000,000 as compared with the previous year. The Treasury includes an item of Yen 3,000,000 to be borrowed from Japan.

Today's Advertisements.

CIE. DES CHARGEURS RÉUNIS.

Round the World Line.

FOR SHANGHAI, CHINWANTAO (Tientsin and Peking), KOBE, YOKOHAMA, HONOLULU, SAN FRANCISCO, PUGET SOUND, MEXICAN COAST, PUNTA ARENAS, MONTEVIDEO, BUENOS AYRES, without transhipment.

THIS quite new Steamer, twin-screw, 15,000 tons, has Superior Accommodation for 1st-Class Passengers. Only Single-bath and Double-bath Cabins, each fitted with Electric Fans and Steam Heaters. Large Dining-room, Drawing-room, Smoking-room, Hair Dressing-room, Deck-room, Laundry. The best line to go to Japan and America in paying a short visit to Peking. Reduced Rates of Passage and Freight.

Next Sailing S.S. "CEYLON" about 27th February.

For further Particulars, apply to

J. MILLET, AGENT.

FRENCH MAIL OFFICE.

Hongkong, 14th January, 1908.

THE HONGKONG LAND RECLAMATION COMPANY, LIMITED.

NOTICE is hereby given that the SEVENTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Company's Office, Victoria Buildings, on TUESDAY, the 28th January, 1908, at 11.15 A.M., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1907.

The REGISTER OF SHARES of the Company will be CLOSED on TUESDAY, the 21st January, 1908, to TUESDAY, the 28th January, 1908, (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors,

MOWBRAY S. NORTHCOTE, Secretary.

Hongkong, 14th January, 1908.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAIMUN."

Captain Robson, will be despatched for the above Ports on FRIDAY, the 17th instant, at 10 o'clock A.M.

For Freight or Passage, apply to

DOUGLAS LAURIE & Co., General Managers.

Hongkong, 14th January, 1908.

"COMPAGNIE DES MESSAGERIES MARITIMES."

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"OCEANIC."

Captain Magnien, will be despatched for the above Ports on or about MONDAY, the 21st inst., at 3 P.M.

For Freight or Passage, apply to

J. MILLET, Agent.

Hongkong, 14th January, 1908.

HIGHBINDERS AT WORK.

ONE REASON WHY THE AMERICANS OBJECT TO THE IMMIGRATION OF ASIATICS.

Of recent years we have been comparatively free in this city from the wars of rival Chinese gangs and the murders by highbinders, writes the *San Francisco Chronicle* editorially. We have them from time to time, as all communities must in which Chinese in considerable numbers are domiciled, but they are not of daily occurrence, as they used to be before immigration was checked and when the Chinese were many times more numerous than now. The murder of Wong Fong on Webster street the other day, however, brought old times vividly to mind. The murderer shot him like a dog and ran, and ordinarily he would have made his escape, as citizens who may witness such acts do not usually close in on a fully armed highbinder who has just shot a victim. It happened that among the passers-by there were some unusually resolute men, who pursued and captured the murderer, and he will doubtless be hanged.

There is a strain of fatalism in all Asiatics which will lead them to do murder under conditions which would prevent the most desperate white men from attempting it. When the Chinese have determined to kill another he simply goes and does it in the most cold-blooded way, shooting him, if possible, from behind and from some vantage ground for escape, and taking his chances. They are rarely captured and convicted, although they are very likely to be dealt with in the same fashion by the friends of the victim. If one is caught and brought into court, if one is convicted at all, it must usually be because from his general appearance he ought to be hanged, for the testimony of the Chinese witnesses which is usually all that is available, is absolutely worthless. They would give false testimony to save a friend or hang an enemy with equal nonchalance. White witnesses of murders are often at hand, but all they can usually swear to is the murder. They are seldom able to distinguish the murderer from other Chinese. He shoots and runs into a crowd of his countrymen and is safe from the law.

The bad men of the Asiatic races are bad in a sense and to a degree which is beyond our comprehension. They fear death far less than the whites and so take chances which no white desperado would take. They are organized for murder in ways which we do not understand. So long as we have Asiatics in any number we shall have their desperadoes with the race, and their government within government, which we will not understand.

RETURN of visitors to the City Hall Library and Museum for the week, ending the 12th January, 1908:—

Non-Chinese..... 406 336
Chinese..... 143 374

Total..... 549 710

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 1/10 1/10
Do. demand 1/10 1/10
Do. 4 months' sight 1/11 5/16

France—Bank T.T. 240
America—Bank T.T. 464
Germany—Bank T.T. 1.05

India T.T. 1433
Do. demand 1433
Shanghai—Bank T.T. 743

Singapore—Bank T.T. 211 1/2 prem.
Japan—Bank T.T. 933
Yokohama—Bank T.T. 215

1 month's sight L/C. 1/11 1/11
5 months' sight L/C. 1/11 1/11
10 days' sight San Francisco & New York 471

1 month's sight do. 481
10 days' sight Sydney and Melbourne 1.114
4 months' sight France 2.461

6 months' sight " 2.49
4 months' sight Germany 2.011
Bar Silver 26 1/16

Bank of England rate 6 7/8
Sovereign \$10.20

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—On the 13th at 11.55 a.m.—The depression has moved into the Pacific to the N.E. Japan.

The barometer has risen considerably and is again high over N. China.

Gradients are steeper, and the monsoon is expected to freshen in the Formosa Channel, and the N. part of the China Sea during the next 24 hours.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST.

1.—Hongkong and neighbourhood, N.E. winds, freshening; cloudy, misty.

2.—Formosa Channel, same as No. 1.

3.—South coast of China between Hongkong and Lamock, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

5.—The bad men of the Asiatic races are bad in a sense and to a degree which is beyond our comprehension. They fear death far less than the whites and so take chances which no white desperado would take. They are organized for murder in ways which we do not understand. So long as we have Asiatics in any number we shall have their desperadoes with the race, and their government within government, which we will not understand.

6.—The bad men of the Asiatic races are bad in a sense and to a degree which is beyond our comprehension. They fear death far less than the whites and so take chances which no white desperado would take. They are organized for murder in ways which we do not understand. So long as we have Asiatics in any number we shall have their desperadoes with the race, and their government within government, which we will not understand.

Intimation.

1908

THE

ROBINSON PIANO

CO., LD.

INVITE INSPECTION

OF

NEW STOCK

OF

Steinway,

Bechstein,

Russell,

Krauss,

Romhildt,

Werner & Co.

GRANDS & UPRIGHTS

BUILT UNDER OUR PERSONAL SUPERVISION

EMBODYING 30 YEARS' LOCAL

EXPERIENCE.



Hongkong, 13th December, 1907.

To Let.

TO BE LET.

THE Whole 3rd FLAT, of No. 2, PEDDERS STREET.

Apply—

"Y. Z."

C/o Hongkong Telegraph.

Hongkong, 13th December, 1907.

TO LET.

4 ROOMED HOUSES in GAP ROAD near the Race Course within easy access to the Lower Level Tramway. Rent very moderate. FLATS for Europeans in WILD DILL BUILDINGS, No. 147, Wanchai Road.

Apply to—

PERCY SMITH & SETH.

Hongkong, 16th December, 1907.

TO LET.

OFFICES on TOP FLOOR, No. 2, COMMAU ROAD, facing the Cricket Ground.

HATHERLEIGH, Conduit Road, 1st floor.

A HOUSE in CLIFTON GARDENS, Conduit Road.

OFFICES in PRINCE STREET, BLUE BUILDINGS, and No. 16, DES VEXZ ROAD next to the Hongkong Hotel.

FLATS in MORETON TERRACE.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st December, 1907.

TO LET.

A HOUSE in KNOTSFORD TERRACE, Kowloon.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st December, 1907.

TO LET.

NO. 11, SEYMOUR ROAD.

With possession from 1st December next.

THE COMPRADE DEPARTMENT, Jardine, Matheson & Co., Ltd., Connaught Road Central.

Hongkong, 22nd October, 1907.

TO LET.

NO. 5, MORRISON HILL.

ONE FOUR-ROOMED HOUSE, in PRATA EAST, near East Point.

JARDINE, MATHESON & CO., LD.

Hongkong, 14th October, 1907.

TO LET.

HOUSE No. 5, ROSE TERRACE, Kowloon.

Apply to—

COMPRADORE, Jardine & Co.

SHARE QUOTATIONS.

Supplied by Messrs. B. S. KADOOKIN & Co. Corrected to noon; later alterations given under "Commercial Intelligence" page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN BY PERCENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000	\$1,797,167	{ £1.15/- for 1-year ending 30.6.07 @ ex } 2/3 3/16 = \$16.04	5 1/2	{ \$720 \$715 sales new issue London £81
Do. (new)	40,000	\$125	\$125	\$500,000				
National Bank of China, Limited	99,975	£7	£6	{ £12,735 \$500,000	\$71,293	\$2 (London 3/6) for 1907		\$51
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$210,038 \$1,919,038	none	\$20 for 1906	8 1/2	\$245
North China Insurance Company, Limited	10,000	£15	£5	{ Tls. 100,000 Tls. 18,943	Tls. 204,414	{ Final of 7/6 per share making in all 15/- } for 1906 = Tls. 2.65	6 1/2	Tls. 87 1/2 sellers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	{ \$3,000,000 \$450,407 \$3,450,407	1,460,410	{ Final of \$12 making \$22 for 1907 and } interim of 13/- for 1906	5 1/2	\$187 1/2
Yangtze Insurance Association, Limited	8,000	\$100	¥40	{ \$1,000,000 \$159,143 \$1,159,143	\$191,520	\$1 for year ending 31.12. 5		{ \$150 \$135 sales
Do. (new)	4,000	\$100	\$60	{ \$1,000,000 \$1,888				
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 \$320,449 \$1,320,449	\$361,980	\$1 and bonus \$1 for 1907	8 1/2	\$95 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 \$1,356,483	\$435,230	\$40 for 1905	12 1/2	\$331 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$21	{ \$7,000 \$254,038 \$261,038	\$305	\$1 for 1906	6 1/2	\$15
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$50,000 \$50,000	Nil.	\$4 for year ending 30.6.07	10 1/2	\$10 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd. ...	80,000	\$15	\$15	{ \$50,000 \$50,000	\$27,101	\$1 for 1st half-year ending 30.6.07	6 1/2	\$29
Indo-China Steam Navigation Co., Ltd. (Preferred) ...	60,000	£5	£5	{ £60,000 £370,000	£3,694	\$1 for 1906 @ ex 2/2 = \$1.14 per share	3 1/2	{ \$241 \$29
Do. (Deferred)	60,000							
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	{ Tls. 54,372 £400,000	Tls. 13,327	Interim of Tls. 14 for account 1907	12 1/2	{ Tls. 44 buyers Tls. 50 sellers
Do. (Preference)	100,000							
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	{ £1,875 \$50,000	£172,370	Interim of 1/- (Coupon No. 8 for a/c 1907)	4 1/2	{ Tls. 44 buyers Tls. 50 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$10	{ \$50,000 \$52,937	\$137	{ \$1.00 for year ending 31.12.1907 \$0.50	{ 4 1/2 4 1/2	{ \$24 buyers \$12 buyers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{ Tls. 60,000 Tls. 419,479 Tls. 480,000	Tls. 18,730	Final of Tls. 2 making Tls. 6 for 1906	12 1/2	Tls. 47 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$450,000	\$9,218	\$8 for year ending 31.12.06	7 1/2	\$105
Latou Sugar Refining Company, Limited	7,000	\$100	\$100	{ none				
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000	Tls. 8,935	Tls. 2 (8 1/2) for year ending 31.8.06	5 1/2	Tls. 80
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £15,000 £84,393	£11,556	Final of 1/6 (No. 9) for 1907	7 1/2	Tls. 15 1/2 sellers
Namb Australian Gold Mining Company, Limited	50,000	£1	£1	{ £4,875	£11,358	No. 17 of 1/- = 48 cents		\$81
DOCKS, WHARVES & GODOWNS.								
Penwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ 164,124	\$10,335	\$1.75 for year ending 31.12.06	12 1/2	\$15
Hongkong & Kowloon Wharf and Godown Co., Ltd. ...	40,000	\$50	\$50	{ \$1,000,000 \$23,152 \$1,023,152	\$3,047	Interim of \$2 for six months ending June 30th 1907	6 1/2	{ \$55 old \$53 new
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$1,000,000 \$50,000	\$491,580	\$4 for 1st half-year ending June 30th, 1907	8 1/2	\$66
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 487,210	Tls. 10,459	Tls. 3 for year ending 30th April 1907	4 1/2	Tls. 77 buyers
Shanghai and Hongkew Wharf Company, Limited	35,000	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 190,100 Tls. 75,000	Tls. 23,117	Interim of Tls. 8 for account 1907	8 1/2	Tls. 215 sellers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 15,000 \$5,000	Tls. 3,388	Tls. 6 for 14 1/2 months ending 28.2.07	6 1/2	Tls. 105
Astor House Hotel Company, Limited (Shanghai) ...	10,000	\$25	\$25	{ \$5,000	\$10,908	\$2 1/2 for year ending 30.6.07	12 1/2	\$20 sellers
Central Stores, Limited	50,135	\$15	\$15	{ \$1,000 \$4,178	\$4,178	\$1.80 for 1906	13 1/2	\$14 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$60,000 \$10,925	\$10,925	\$4 for 1st half-year ending 30.6.07	7 1/2	\$104 buyers
Hongkong Land Investment and Agency Co., Ltd. ...	50,000	\$100	\$100	{ \$250,000 \$56,218	\$56,218	Interim of \$3 1/2 for half year ending 30.6.07	7 1/2	\$195 buyers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$208,386 \$50,000	\$11,567	80 cents for 1906	7 1/2	\$104 sales
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ none	\$1,089	\$2 1/2 for 1906	7 1/2	\$35 sellers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 800,493 Tls. 170,000	Tls. 61,978	Interim of Tls. 3 for account 1907	7 1/2	Tls. 105 sellers
West Point Building Company, Limited	12,500	\$50	\$50	{ none	\$1,519	Interim of \$2 for half year ending June 30th	8 1/2	\$50 sales
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 23,278	Tls. 8,807	Tls. 2 1/2 for year ended 31.10.1907	4 1/2	Tls. 57 buyers
Hongkong Cotton Spinning, Weaving and Dyeing ...	125,000	\$10	\$10	{ \$50,000	\$14,269	50 cents for year ending 31.7.07	5 1/2	\$10
International Cotton Manufacturing Company, Ltd. ...	10,000	Tls. 75	Tls. 75	{ Tls. 150,000	Tls. 85,519	Tls. 6 for year ended 30.9.06 (8 1/2)		Tls. 51 buyers
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none	Tls. 31,469	Tls. 8 for 1906		Tls. 65 sellers
Soy Chee Cotton Spinning Company, Limited	7,000	Tls. 500	Tls. 500	{ Tls. 28,257	Tls. 50,663	Tls. 50 for 1906		Tls. 270 sellers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ £1,299	£638	1/3 per share for 1906	9 1/2	\$71
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ \$5,000	\$653	\$3 for 1905		\$10 buyers
China-Horneo Company, Limited	10,000	\$12	\$12	{ none	Nil.	\$1 for 1904		Tls. 58 sellers
China Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ Tls. 50,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905		16
China Light and Power Company, Limited	50,000	\$10	\$10	{ \$50,000	\$25,000	60 cents for year ended 28.2.06	8 1/2	\$64
Do. special shares	50,000	\$10	\$10	{ none		80 cents for 1906	8 1/2	\$64
China Provident Loan & Mortgage Company, Ltd. ...	100,000	\$10	\$10	{ \$115,000 \$5,000	\$855	\$1.50 for year ending 31.7.07	7 1/2	\$17
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ \$5,000	\$5,074	Interim of 50 cents per share for a/c 1907	8 1/2	\$11 1/2
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$11,000	\$10,804	\$2 1/2 for year ending 28.2.07	12 1/2	\$21 buyers
Hall & Holts, Limited	21,000	\$20	\$20	{ \$186,000	\$15,002	\$1 per share for year ending 28.2.07	6 1/2	\$15
Hongkong Electric Company, Limited	50,000	\$10	\$10	{ none	\$2,933	Interim of \$4 for 1-year ending June 30th 07	9 1/2	\$245
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$105,000 \$65,000	\$4,361	Interim of 80 cents per share for a/c 1907	8 1/2	\$25
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	{ Tls. 547,500 Tls. 27,633	Tls. 10,374	{ Final of Tls. 7 1/2 and bonus of Tls. 2 1/2 mak- } ing in all Tls. 3 1/2 for 1907	8 1/2	Tls. 35 1/2 buyers
Maatschappij tot Mijn- en Landbouwen- } exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 27,633	Tls. 10,374	\$1 per share for year ending 30.6.07	8 1/2	\$13
Peak Tramways Company, Limited	25,000	\$10	\$10	{ none	\$2,655	None		\$5 buyers
Peak Tramways Company (new)	50,000	\$10	\$10	{ none		Interim of Tls. 3 1/2 for account 1907	7 1/2	Tls. 107 buyers
Philippine Company, Limited	67,500	\$10	\$10	{ none		Tls. 4 for 1905		Tls. 45 buyers
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	{ Tls. 100,000	Tls. 3,434	Final of Tls. 3 and Tls. 10 for 1906		Tls. 60 buyers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	{ Tls. 67,323 Tls. 45,000	Tls. 9,751	Interim of Tls. 5 for a/c 1907	8 1/2	Tls. 127 1/2 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 8,000 Tls. 24,820 Tls. 50,000	Tls. 7,843	Interim of 15/- for account 1907 (old)		Tls. 350 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 100,000	Tls. 85,593	Interim of 11/3 for account 1907 (new)		120 sales
Shanghai Waterworks Company, Limited	16,350	£20	£20	{ none	\$41,934	40 cents for year ending 31.5.07	6 1/2	\$6 sellers
South China Morning Post, Limited	6,000	\$25	\$25	{ none	\$1,349	Tls. 6 1/2 for year ending 30.6.07		Tls. 97
Steam Laundry Company, Limited	20,000	\$5	\$5	{ none		First year		\$10
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000	Tls. 201	{ 80 cents on 9,000 ord. shares and \$1.80 on } 100 Founders shares for y. end. 31.5.07	8 1/2	\$10
Union Waterboat Company, Limited	50,000	\$10	\$10	{ none	\$1,350	Interim of 50 cents for account 1907	7 1/2	\$10 1/2 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	{ \$35,000	\$5,482	{ Final of 30 cts. making 80 cts. for the } year ended 30th June, 1907		\$5 buyers
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$300,000 \$35,000				
William Powell, Limited	15,000	\$10	\$10	{ none	\$41			

* These shares are entitled to half of the profits.

Ships.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON

SINGAPORE, BATAVIA,

COLOMBO, AUSTRALIA

ADEN, EGYPT, MAR-

SEILLES, LONDON,

HAVRE, BORDEAUX, MEDITERRANEAN AND

BLACK SEA PORTS.

The S.S. "BALAZIE,"

Captain Allard, will be despatched for

MARSEILLES on TUESDAY, the 21st

January, 1908, at 1 P.M.

Passage tickets and through Bills of Lading

issued for above ports, and for Australia with

prompt transshipment at Colombo.

Cargo also booked for principal places in

Europe.

Next sailings will be as follows:—

S.S. "YARRA" 18th Feb.

S.S. "OCEANIAN" 18th Feb.

J. MILLET,

Agent.

Hongkong, 7th January, 1908. (14)

THE AMERICAN AND ORIENTAL LINE.

FOR BALTIMORE AND NEW YORK

(With liberty to call at Malabar Coast).

THE Steamship

"JESERIC,"

Captain Thompson, will leave for the above

Ports, on or about SATURDAY, 25th January,

1908.

For Freight, apply to

ARNHOLD, KARBERG & Co.,

Agents.

Hongkong, 21st December, 1907. (111)

Intimations.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE.

DEPOT

GENERAL HOUSEHOLD

FOR

REQUISITES.

EASTMAN'S

&c. &c. &c.

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK RECEIVES PROMPT AND CAREFUL ATTENTION.

Hongkong, 16th May, 1901.

Dewar's
'Imperial'
The Whisky
without
an
equal

Sole Agents: BUMANN & BERELINGER.

15, 16 & 17, Collyer Quay, Singapore.